"Blest be the hands that to toil aid
The great World's ceaseless need."

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Housing Problem.

The question of housing in B. N. Ry, is not of little interest. The staff are put to great inconvenience owing to insufficient number of quarters provided. No doubt the administration tries to build more and more quarters and introduce some improvement or other in the types of quarters. But the pace at which the construction of new blocks is going on, and the nature of improvements so far introduced would hardly meet either with the demand for quarters or the comforts of employees.

The quarters available at most of the road-side stations and also at some important stations are only those built in the beginning of the B. N. Ry. when she was peeping into existence or at best while in her infancy. In the interval the Railway has been rapidly developing and her traffic rising in leaps and bounds, as a result of industrial development of the country (including coal and manganese mining) This has naturally given rise to increased staff at almost at all stations and in all departments of the railway. But strange to say that the staff existing now are expected to manage with quarters meant perhaps for half their number. No consideration what-so-ever is made when the employees are transferred from one station to another in regard to their quarters. They are some how expected to live.

We are sure that it is not unknown to the railway administration that it is not easy to get rented houses in railway colonie. Further the nature of the work that railway-men have to do could not reasonably permit them to live in towns or villages far away from the railway premises. Yet it is inconceivable how the authorities allow these conditions which are no less dis-advantagious to the railway than the employees.

As for the improvements brought into the types of building from time to time, it

may be said that it is not easy to determine. Whether they really bring in more comfort or more dis-com-fort inspite of the busy motives of the responsible officials in the various changes and alterations made in the design of quarters, unfortunately in many a case they are far from any improvement so far the comfort of the employees is concerned. What is worse these houses are seldom free from leaking during rains.

We indeed deplore these conditions. We are aware that the administration spends sufficient money in erecting house when compared to private houses built by local men. The estimates are liberally made and the contractors are paid accordingly but as soon as the blocks or single houses are handed over for use a requisition for the repair of the roof is found necessary. We do not propose to deal with the nature of the repairs done to the roof. It has its own tale.

Thus insufficient as the number of houses provided now is; the inconvenience to the staff by improper way of building is aggravated. The staff cannot be petitioning every year for protecting them from rains And the railway cannot afford to go on spending money on repairs of the roofs, periodically at short intervals. We cannot imagine how buildings hardly one year old and repairs made a few months ago in the last season cannot with-stand rains. *Sabash Engineering.*

This is the state of house building and repairing in the B. N. Ry. Perhaps the administration could not know these miserable conditions. It only judges the comforts of the staff from the money it spends and the completion reports of all sanctioned works. So far for the number of quarters provided and the design of the houses made.

Now we shall turn our attention to the allotment or distribution of quarters. We shall take for our consideration Khargpur as a speciman.

At Khargpur the houses are alloted by a House Inspector who receives and registers applications Experience shows that the system is not free from faults Some complain that while their juniors and those who applied subsequent to them are provided with quarters they have to remain without houses.

Recently a case was brought to our notice, in which it was disclosed that while an application for a unit (house) remained pending and the applicant was provided with no house rent has been recovered from his pay for from June 24. The unit was booked in the name of one and another person was allowed to occupy it free of any rent. The man from whose pay recoveries had been made was not at all aware that a house had been allotted to him How could he even imagine it in the face of a reply (through a tin ticket) to his application that there were 323 seniors to him.

It was also disclosed that a unit was allowed f r occupation for a period of four years without collecting any rent either from right or wrong persons. The railway has certainly lost this rent. Do the house Inspecting staff with all their fat salaries justify this loss.

As all important records such as Application Register, Seniority Register, Allotment Register, and Life History of Unit Register, are maintained only by the House Inspector's Office, it is not easy to detect irregularities in them by any other Office with the result many poor employees are made to bear the suffering quietly.

We therefore suggest that "the allotment of quarters to employees of each shop or office be entrusted to the Shop Foremen in the case of the work shops and the officer-in charge of the branches in your office so that each shop or office might be in a position to allot its own employees quarters within its control as per its own lists of seniority and thus be in a position to meet the needs of at least a certain percentage of employees in each shop or office as the case may be This will remove undue differences in the percentages of unhoused employees of the various shops or offices. This suggestion, if given trial, will we hope help to closer scrutiny and impartial allotment being limited to a comparatively very small number in each case and consequently complaints that through favouritism some are helped to the disadvantages of their seniors will minimise. There is no reason to doubt that by such a distribution any units alloted to a shop or office will remain vacant while the employees of other shops or offices clamour for quarters for the very reason that the number of units available to the number of employees is as 2 to 5 and the distribution amongst the shops or offices will be proportionate to its strength and importance It may also be mentioned here that this suggestion introduces no new principles of allotment but only an extension of what has been obtaining in the case of District Offices (both Loco, Carriage and Electrical) at Khargpur. The House Inspector's Office will have a seniority Register for each shop or office so that there will be a counter check over the work of each other offices."

All-India Railwaymens Unions Federation.

REPORT.

During the fourth annual session of the All-India Trade Union Congress held in Calcutta, a conference of the representatives of several Railwaymen's Unions was convened by Mr. V. R. Kalappa on Tuesday the 1st April, 1924. Mr N. M. Joshi, M. L. A presided and it was decided unanimously to form a Committee for the purpose of bringing into existence an All—India Railwaymen's Federation This Committee

consisting of Messrs N. M. Joshi, F. J. Ginwala, Ramchandra Rane (Bombay), Shamsuddin Hassan (N. W. Ry Union, Lahore), Sadanand Waman (Bombay Port Trust Railway Employees Union), Biswa Nath Mookerji (B. & N W. Railwaymen's Association, Gorakhpur, U. P.), P Krishanaswamy Mudaliar (G. I P. Railway Workmen's Union, Bombay), Jamsedji Framji Zaivala (B. B. & C. I. Railway Employees Union, Bombay), S. K. Day (E B. Railway Indian Employees Association, Lalmonirhat, Bengal), P. Ramchandra Rao (B. N. Railway Indian Labour Union, Khargpur), with Mr. N. M Joshi as Chairman, Mr. N. C Sen as Vice-Chairman, Mr V. R. Kalappa as Secretary and Mr. M. N. Mookerji as Asst Secretary, was authorised to communicate with the different Railwaymen's Unions in India and ascertain their views in the matter of establishing a Federation with a view to co-ordinate the action of different Unions of railwaymen, as this co-ordination would help to a great extent in securing collective action when necessary on matters affecting the common interests of all workers in different railways in the country and would at the same time avoid railwaymen being used against one another.

Mr. V. Kalappa the Secretary of the Provisional Committee most ably conducted the work in the past year and enlisted the sympathy and support of almost all the Railwaymen's Unions towards the formation of the Federation, which has been formally brought into existence at the conference of railwaymen held at the Servants of India Society Hall, Sandhurst Road, Girgaum Bombay on Monday the 16th February, 19.5 at 8 A M. Besides Messrs C. F. Andrews, A. Rodricks, R. S. Ruikar, V. J. Sathaye, G. Sethi and Mukunda Lall Sircar, the following representatives were present at the meeting and Mr. N. M. Joshi presided. Present: -Messrs Biswa Nath Mookerji and Ram Prasad (B & N. W. Railwaymen's Association, Gorakhpur). D. K Sinha and K R. Sabapathy (O. & R. Railway Union, Lucknow), Rai Sahib Chandrika Prasad, Jamsedji Framji Zaivala C. Bhukandas (B B & C I. Railway Employees Union Bombay, K Govindarajulu Naidu, M. C. Gnanamuthu, V. Sankar Row, C Panjakesam Achary, E. L. Iyer (M & S M Railway Employees Union, Perambur, Madras,, V V Giri, B. N. Railway Indian Labour Union, Khargpur), A. S. Thawardas, R. P. Kirpalani (N W. Railway Union, Karachi, Ernest Kirk (S I. Railway Labour Board, Coimbatore), Shamsuddin Hassan (N. W. Railway Union Lahore), Shaik Srver (S I. Railway Labour Union, Podanur, P. S. Bakhale (G I P. Railway Staff Union, F. J. Ginwala, V. P. Rele G. I. P. Railway Workmen's Union Bombay), Haripado Das (E B. Railway Indian Employees' Association) Lalmonirhat, Bengal)

The following resolutions were passed.—

1. That a Federation of all the Railwaymen's Unions in India be formed.

2 That the draft consitution as read and amended be approved and adopted for the All-India Railwaymen's Unions Federation and the same be printed and circulated to the Railwaymen's Unions and to the press.

3 That the General Council of the Federation be formed consisting of the President—Rai Sahib Chandrika Prosad, Vice-Presidents Messrs N. M. Joshi, V. V. Giri, E. L. Iyer and Dr. Biswa Nath Mookerji, Treasurer Mr. V. R. Kalappa, General Secretary—Mr. Mukunda Lall Sircar and the representatives to be elected by the affiliated Unions according to section 7 of the consitution

4 That this conference recommends that with a view to assist the Railwaymen's Unions in different parts of the country the General Secretary or any other office-bearer should make a tour from time to time

5 That a monthly Journal under the name and style of "All India Railwaymen's Bulletin" be published in English as early as possible as an official organ of the Federation with Mr. Mukunda Lall Sircar as its Editor

6 That for the current year the Head Quarters of the Federation shall be in Calcutta

7 That this Federation recommends to the Government of India to nominate Mr N. M. Joshi as Indian Workers, Delegate to the forthcoming session of the International Labour Conference at Geneva and to send Messrs. D. R. Thengidi, M. Daud and D. Chaman Lall as advisers

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Trade Union Congress.

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The fifth session of the Trade Union Congress was held at Bombay on Saturday the 14th & 15th February under the distinguished Presidency of Mr. D. R. Thengidi Nagapur. Delegates from Labour Unions all over the country were present at the Congress notably from Lahore, Kankinara Nagapur, Gorakpore, Kharagpur, Ahamadabad, Aruvankadu, Madras, Podunur, Jamshedpur, Lucknow, Calcutta etc., etc., in addition to those at or near Bombay

Mr. S. K. Bole M. L. C. Chairman of the reception committee welcomed the delegates in a suitable speech. Thereafter Mr. D. R. Thengidi Engineer Nagapur took the chair amidst cheers

Mr. Ginwalla the energetic General Secretary of the Trade Union Congress read the report, extracts of which are given herein under for information of the readers of this Journal

In the report he stated that the workers welfare league of India in England has been doing useful work in dissiminating correct Indian Labour information in England and other western countries. This league has been given authority to represent the views of the Congress in England

Mr. M. N. Joshi was invited on behalf of Labour to give evidence before the Reform enquiry Committee & he did so in his usual thorough manner. He disapproved of the idea of nomination and strongly recommended that the Labour organisations should be given the right to elect the Labour representatives in the various legislatures.

It was further stated that the Congress should insist on the appointment of an advise for advising our delegate, on techinical subjects in addition to the appointment at the international Labour Conference at Genewa of our representatives on the governing body & Secretariate at Genewa

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Mr. Thengidi then delivered his able & interesting address extracts of which are given here below.

Extracts from Presidential address.

In the year 1925, it does not take much effort to find that our condition, as a class, is worse than the cattle. It is an economic necessity that compels the owner of the cattle to keep them in efficient condition for the work they intend taking from them, but no such anxiety need be felt for workers by their employers. Though there is plenty of food, the workers go starving. Though there is plenty of clothing, the workers have to live with nothing on their backs As for education and culture it does not pay them to provide this to their workers.

We produce food but we cannot have enough of it We make cloth but we cannot buy it. We build houses and palaces but we are not allowed to occupy them and it is our efforts that produces surplus wealth which provides for education and culture, but these latter are kept absolutely foreign to us. In one of the richest cities in India namely Bombay wherein we live in such overcrowded slums that it makes it an easy first in the world for slums, as Prof. Mukerjee calls it.

Once slaves and beggars we are always so, from generation to generation and I see no hope of our lot improving if we follow the same lead and remain slaves of the same system in future. We must stand on our own legs and help ourselves. God helps those who help themselves. What is it that has to be done? Let us first see what we can do ourselves. The first and the most important thing that we can do is to organise our ranks till not a single worker is outside the pale of organization.

Fellow-workers and delegates, let me assure you that single handed, we are no match for our employers in individual fight. They have left us no stamina and endurance required for such a fight. Collective effort and organization is the main thing to lift us up. We must form our own unions and contribute the sinews of war to it without hitch or hindrance as generously as we can. We have to do this without expecting immediate gain from our actions. I ask you to remember that all the advantages of life that we possess to-day, when compared with savage and uncivilised people, are not all of our initiative and effort. Somebody must have planted mango trees some years ago before we eat the fruit now. Every generation has got its responsibilities and obligations as well as rights and unless we do our duty now, our children and our children's children will be worse off than even we are at present. Let nothing come in our way of organising ourselves to get rid of poverty and destitution we have been heir to. Let hunger and common slavery drive us in each other's arms without looking whether we are Hindus or Mahomedans, Sikhs or Jains, Parsis or Christians, Indians or Foreigners.

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Referring to the necessity of educating the children of the Labour Classes, he stated as follows.

Next thing that I advise you is to educate your children at all costs. Do not look that they will supplement your wage when they are 8 years of age. You have brought them into existence by the will of God and it is your duty to make men and women that they may understand what their rights are and what their responsibilities are, that they may understand that they are entitled to the former only when they discharge the latter. Press that the education shall be free, it shall be liberal and it shall be vocational. Let me suggest to those whose duty it is to organise education, that it is the best investment the nation can make. In one generation it will pay as no other investment shall ever pay. Education is apparently an expensive item, a white elephant so to speak, but ultimately it becomes a most paying proposition, what by way of increased efficiency in the production of wealth and increased capacity for discharging the duties of full citizenship and what by way of decrease in criminality.

He insisted further that there should be a provision made for old age pensions for all workers and stated this & other privileges could only be obtained by efficient organization.

To get things done through the Government and by-law is a sure, though slow, remedy for all your ills. There may be and there are some urgent things that demand immediate solution and satisfaction. The redtapism of the Government cannot appreciate the urgency of the situation. It does not pay private enterprise to jump in the breach and remedy the evils unless forced to do so by strike or other compulsion. This latter Method of direct action which appeals to many impatient minds is not always sure of success as your experience of the last year must have taught you by this time. There was a time when strikes, by combination of workers, brought their employer to their knees and compelled him to accede to their demands. That time is over. Your employers have learnt a lesson from your combinations and being more intelligent, have made more progress in the art of combined resistance in a few years than you could do, in many. I do not thereby mean to deprecate the potency of strike. If you have large masses of workers behind you to sympathise and help you, the very proposal of a strike will send a terror through the hearts of your employers, but you do require a 'nation wide' and complete organization of workers of ,all kinds' before you launch a successful strike. You may be told that your demands are impracticable. It is no business of our to teach our employers and our Government how to do their duty. It is enough for us to make a demand, a combined demand, a strong and genuine demand and if it is worth anything they will see their way to satisfy it. They never consult us in the management of their work and they must not look to us for tips and suggestions when they are called upon to do something needful by nine tenths of the country's population.

The fact that 9/10th wealth of the country is owned by 1/10th of the population ought to enable them to solve the problem. The question is not one of sufficient production· We have enough of it for the present. It is a question of more equitable distribution of the necessaries of life, whose quantity and quality must be controlled by the state.

After the close of the able reloquent address of the President, messages of sympathy were read by the Secretary.

Resolutions relating *8 hours work,* provident fund. *Adult suffrage retrenchment in railways.* Seamen's grievances *prohibition of the employment of woman in factories,* Trade Union his Railway grievances and other important resolutions were passed after due discussion.

Mr. M. N. Joshi was nominated as delegate to the Trade Union Congress with Dr. Thengidi; M. N. Daud & Messrs. D Chamanlal as advisers.

The new executive Council f r 1926 was formed.

New Executive

The new Executive Council of the T U. Congress consists of:—Chairman Mr. C. F Andrews; Vice-Presidents, Mr V. V. Giri and Rai Saheb Chandrika Prasad; Secretaries, Messrs. F. J. Ginwalla; M N J shi; Asst. Secretary, Mr. R. R. Bakhle; Treasurer, Mr. Kanji Dwarkadas; Members.—Messrs. C. R. Das; V J Petal: Deviki prasad Sinha; D. Chamanlal; V. Chakrachari; Lala Lajpatrai; Dr Vardarajulu Naidu, Mr. R. K Das; Dr S. K. Dutt; Messrs V. S. Joshi and Jagat Narain Madhur.

The following provincial representatives were appointed:—Messrs. S. H. Jhabvalla (Bombay). Pancha Sharma (Madras), M. L. Sircar (Calcutta), S. D. Hussan (Punjab) V. V. Giri (Bihar & Orissa). Dr. Mukerji (U. P.) and Mr P. S. Ruikar (C P.)

Messrs Sardar and Davar were app inted audit rs for the ensuing year.

A building for the Bengal Nagapur Railway Indian Labour Union.

The Indian Employees of the B. N. Ry., in general & the members of the B. N. Ry. Indian Labour Union in particular should note with regret that there is at present no permanent building for the Union at Kharagpur. This has been a long felt want & a standing grievance for which nobody is to be blamed but themselves. The time has come when they should put the shoulder to the wheel & make the construction of the building an accomplished fact with the least possible delay.

In this connection the Labour Union executive acknowledges its grateful thanks to Sir George Godfrey the Agent of the B. N. Ry., for his readiness in granting a site for the said construction it now lies with the employees of the B N. Ry. & the members to beautify the site by having a building on it. We desire heartily that every one of the employees should consider it his duty to subscribe his mite & make the ventsure a grand success. All donation for the same may be sent or handed over to Secretary building fund of the Indian

Labour Union Khargpur & a receipt will be given for the same Acknowledgement of donations will be made from time to time in this B. N. Ry., Labour Journal, the official organ of the Union. We do hope & trust the next issue will contain a whole page of donations promissed & received. The oft quoted maxim be "where there is a will there is a way" hold good in this matter.

Notes and Comments.

Santragachi Carriage Staff

The carriage staff at Santragachi are supposed to work from morning ....till evening But, usually owing to late information for more coaches or saloons and consequent late formation of trains, the staff are obliged to work till late in the evening Sometime when an urgent work has to be done some men are order d to do it and these men even though they go home late in the mid-day interval, yet they are not allowed to return to work a few minutes late. There is no arrangement either to pay these men either overtime or allow the men engaged in the work late to return for work late.

This is really unjust and a case of exploitation. It is contended that the staff are not given over-time as they are given a month's privilege leave in a year. But the question of giving privilege leave is regarded as a right of the administration and scurges like retrenchment etc, often hinder the staff from getting their due privilege leave. So it is obevious that privilege leave which allures the men to forego over-time is after all a snare.

More over when the Electrical Branch of the same department and the railway could pay overtime to the staff doing more than eight hours work, why not the Carriage Branch also pay their men over-time ?

All India Railwaymen Federation.

All Railway men in India should feel very happy to note the formation of the above organisation the provisional Chairman Mr M. N. Joshi M L A. and the Secretary Mr. V. R. Kalappa deserve the thanks of all the Railway Unions in the country for the great trouble they have taken in the matter of convincing the respective Unions the necessity thereof.

The scope of work for the federation is very great and the success of the same depends on the promptness of its members (namely the individual Unions in supplying information about the grievance) of the employees of their railways to Mr. Mukundlal sircar (72. canning street Calcutta where the office of the federation is now situate) the General Secretary who will be ever vigilent

in making use of the same by giving publicity in the All India Railway mens bulletin of which he has been made the Editor.

The individual Unions must send their subscriptions & donations to the treasurer immediately & subscribe for large No of copies of the Journal. Railway men should remember, whatever they do for the cause of their Unions & federation, they do so, in their own interst and nothing more.

Pay Clerks:-

All the B. N. Railway men will remember the Pay clerk month after month from the head of the administration to the lowest chaprasi for through him they receive their pay. It is a matter of regret that though he is a Railway servant for all purposes, he has not all the privileges which others enjoy They have not the benifit of passes on the foreign Railways they dont get the advantage of provident fund bonus gratuity. They cannot become members of the institutes. They suffer for various other grievances of a like nature. We invite the administration to consider the grievances they are labouring under & redress the same.

Building Fund.

It is a matter for a gratification that the branches have begun to take some interest in this question & the first list of donations promised & received, will be published in the next issue of this journal.

B. N. Ry., Administration in the Khurda Dist.
By Prof W. V. V. B Ramalingam.

The unfortunate young man that is posted as an A. S. M. to the Khurda District must be prepared to face certain difficulties peculiar to the District. In my previous articles I drew attention to the fact that this District is an acquisition of B. N. Ry. from the E. C. Ry., and is consequently treated as imperial acquisitions generally are, with an administrative policy entirely for the benefit of the company and mostly against the privileges of the employees if any practice of E. C. R. is suited for the purpose.

While in all other Districts an A. S. M has an 8-hour shift, Khurda District (and to a certain extent Khargpur perhaps for the sin of proximity to Khurda) has the unique honour of engaging him with work all the 12 hours of the night 6 P. M. to 6 A M The number of trains might even treble itself; the employees may frequently fall ill; collisions may take place; but regard for the hoary tradition of E. C. R. should not be lost. If in the days of E. C. R. a quarter of a century ago, the A. S. Ms. were working for 12 hours every night they should do so now also.

But it is high time this should be put an end to. Neither from the stand point of economy nor efficiency, nor humanity is it defensible it is to be condemned every way. Public interest demands that this should be rectified and no plausible argument will stand the test of impartial criticism.

First, I must point out that it is not dealing fairly by its employees in this District if the company overworks them even in glaring contrast to the work it gives in other Districts to persons of the same grade and discharging same duties. It is not work that generally matters; but worry. Weary waiting all the 12 hours of the night the whole year round for train after train to come and go every half-hour or hour with the oppressive sense of responsibility for its safe working, is a strain no human being can stand for years together. No doubt the chowkidars and other menials also wait the 12 hours but their worry is nominal. They do not feel the strain of responsibility. At a road side station they comfortably sleep away the intervals between the arrivals of two trains and expect the A. S. M. to wake them up. So the A. S. M. is forced to be doubly cautious lest his sleepy subordinates should blunder. In the day one has the consolation of seeing active human beings. But at night, none but sleeping passengers sleepy travellers, dosing menial subordinates, is to be seen in the station limits. This desolate loneliness is by itself enough to break down one's health. But as if all this is not enough the employees of this District are not granted leave when they apply for it. It is so hard here to get leave sanctioned however much one is eligible to for it; he is very frequently informed that he is 192 on the list even though his application be pending for more than a year. If leave can be granted in other Districts without much delay, it is beyond one's comprehension why it is not possible in this District. The company should take serious notice of this state of affairs and take urgent steps to rectify it.

If the company as a business concern complains that giving an additional A. S. M to every one of the stations in this District increases the cost of maintenance it betrays want of a conprehensive grasp of the financial risks it has been undergoing, let alone public interests. Even one collision in a year due to the blunder of a dozed A. S. M. costs the company many fold. The loss of rolling stock, the liabilities to foreign companies, the damages paid for loss and destruction of goods, the compensation to its employees, and the satisfaction of passenger claims are certainly no small items. The unfortunate A. S. M. may be dragged before a court of law, dismissed from service & sent to jail for helplessly agreeing to work the whole night every day in the year through poverty and fear of unemployment. But that does not lessen the total amount of company's loss even by a pie beyond the confiscated gratuity bonus of the wretched A. S. M. The frequency of these collisions is mainly due to the overworking of the A. S. Ms.

who not obtaining leave when in need of rest and pressed on to work like galley slaves efficiency developmental degeneracy and with a dozed mind or even what in persons of a different race is called temporary insanity commit blunders leading to such serious calamities, Vigilance cannot be expected to last too long at one stretch and 8 hours duty to any A. S. M. will certainly reduce to a great extent the number of collisions.

It is really surprising that no consideration is paid to the humanitarian aspect of it. Indian society is peculiarly constituted and the joint family & gosha systems exercise strong influence on the social and domestic life of young men. Old parents, a sister or two, one or two minor brothers, a shy young wife and a baby or two are generally the resident members of an average home of a young Indian. So naturally the one or two roomed residences of the A. S. Ms. are crowded Amongst the castes and classes from which railway babu employees are recruited, gosha prevails in many a home and it is not generally permissible for young wives even freely to converse with their husbands during day time. Social etiquette sanctions to a wife that freedom only when she is grown up sufficiently or is a mother of two or three children. So it can easily be imagined how greatly it interfers with family life if a young man of 25 is kept away from home every night for 15 years. The average life of an Indian is below 40 years and so all the prince of life of an A. S. M. in Khurda District is spent in night watching. It is really marvellous that in spite of such conditions, the trains are worked safely at night and so many of these young men do not develop wild habits in pursuing pleasure as a relaxation from this worry, desolation and strain

It need not be assumed that the company has not been aware of the hardships. Down to Khurda from Calcutta (where there is heavier work than further south, even quarters for a second A. S. M. have been built. Only, instead of appointing a second A. S. M. for each one of those stations, the authorities have allotted the buildings for the use of relieving staff whose misery deserves a separate article. So ignorance of the sufferings of their employees is not the reason why this state of affairs is being continued in this Distriot The root cause is the prevalance of false ideals of economy based on feasability of temparary arrangements and apparent reduction in expenditure estimated without a comprehensive grasp of consequent financial risks. There are other circumstances responsible for the delay in the examination of this question by the authorities. The frequent transfers of the District officers have no time for any one of them to think of anything beyond the nomal routine of work. And consideration of climatic suitability and social facilities make most of the employees who are natives of this District or of areas near it, put up with a lot of suffering patiently. But the travelling public cannot allow this

question to remain any longer unattended to without an emphatic protest. It ceases to be a matter of internal administration when once the public realise what terrible risks they are facing by allowing the railway company to work its trains with an overworked staff compensations and damages may be claimed later on; but no lives lost or limbs broken can be restored if accidents occur. When once it is widely known that the miserable wretch who has to pass the trains in which they travel at night, is one who has to wake up every night the whole year round for years together, who is deprived of all humanising influences by a permanently dislocated domestic life, public indignation against the administration will be very great. The company is no gainer for waiting till that day. For a constantly camplaining staff employees worn out in their youth and often falling ill & frequent collisions of trains are not factors that contribute towards efficiency

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